

INTIMATIONS.

DINNEFORD'S FLUID MAGNESIA.

The best Remedy for Acidity of the Stomach.

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For Heartburn and Headache. For Indigestion and Flatulency.

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self." Little wonder that the far-sighted Governor of Formosa look back with some bitterness to that too successful opposition, and cannot repress a feeling of triumph that his old arguments should at last be the precedent. Those arguments, which are largely set forth in his present Memorial, will for the most part be found at greater length in Wang Tso-mei's essay, from which we had occasion to quote last year. In some cases their author has improved upon himself. He takes, for instance, a bolder line on the subject of injury to graves, alleging repeatedly that private interests must go down before the public welfare. Indeed, the whole Memorial has a more confident ring, as it is natural when the altered attitude of the Court, and the vastly stronger position of the Memorialist himself, are considered.

Of course in a Memorial from LIT MING-CHUAN some allusion to the Formosan railway was to be expected. Indeed, a rather more detailed account than His Excellency actually gives would have been welcome. As it is his references are somewhat apologetic. "Formosa is a mountainous country thickly interspersed with rivers and streams, necessitating the construction of costly bridges and tunnels, but without railways it would be utterly impossible to make any effective defence."

The Governor has, indeed, for various reasons, been unfortunate in his plucky enterprise—plucky, not because the engineering difficulties were really so formidable, but because his means for so novel a departure were very far from adequate. The Formosan Railway is intended ultimately to run from Tainan, as we must now call it, in the south, through Chung-hua, the future capital of the Island, and Taipei, its present capital, to Kelung. So far, however, though it is some three years since work commenced, rails have only been laid over a portion of the route between Taipei and Kelung. It is true that the whole of the permanent way between those two points has been prepared for them, and when the tunnel through the hills above Kelung is at last completed (as it may be very shortly) it will be a comparatively easy matter to lay them, and to finish this, the most important, section of the line. The delay has been due to many reasons. For one thing funds have not been always forthcoming when required; then the foreign engineers have been hampered by ignorant interference from native "superintendents" and military officials, and, if the truth must be told, there has not always been able to "hit it off" with the Governor himself. It is a laudable wish on the part of the Chinese authorities to construct their public works with as little extraneous aid as possible, but at the same time it is an expensive wish. There can be little doubt that a foreign engineer, syndicate, or company would long ere this have completed the Taipei-Kelung line, tunnel and all, and have completed it for a much less sum than it will in the end have cost the Formosan Government. And the work would in all probability have been better done. As it is, the track is but a single one, and after it leaves the plain in which Taipei lies and takes to the hills, the work is a number of most embarrassing curves. Add to this that the sleepers were originally laid in a very haphazard fashion and it may be imagined that no great speed is safely attainable as yet. The sensation, indeed, when anything over ten miles an hour is attempted, is almost as distressing in its way as the passage of the Formosan Channel. Now, however, a trained playlayer from England is overlooking the unpromising native mechanics, and when the rails have been properly levelled, and heavier rolling stock replaces the present toy carriages and trucks, better records will doubtless be made. Whether the line will be a commercial success is doubtful. Primarily it is intended for defensive purposes, to establish easy and rapid communication between the arsenal at Taipei and the Kelung forts, but a strong hope of profitably diverting the course of tea export undoubtedly weighed with its projector. Possibly the southern extension of the line from Taipei to the camp and sugar districts of the south may help to realize that hope. At present, to judge by the quotations of "Douglas," it does not seem as though much apprehension were felt of any diversion of the trade from Tamsui and Amoy, or that foreign merchants interested in the coast line will soon, as the Governor predicts, "in their discouragement, contemplate returning home."

There will be a Channel of England service at the Peak Kio-to-morrow at 4.30 p.m.

The Agents (Messrs. S. S. & Co.) inform us that the D. D. R. steamer *Hesperia*, from Hamburg, left Singapore yesterday at noon for this port.

The Agents (Messrs. Russell & Co.) inform us that the Union Line steamer *Norfolk*, from Antwerp and Hamburg, left Singapore yesterday at noon for this port.

Intending investors in that enterprise are reminded that the list of applications for shares in the Peak Reservoir, Limited, closes today at one o'clock p.m.

A fire broke out in the North Homan Road, Hongkong, Shanghai, in Saturday night, the 8th instant, and was not extinguished until four o'clock p.m. The fire was caused by a gas lamp, and the loss was estimated at \$10,000. The property was insured by the Chinese-owned and not insured.

Unless (says the *Mercury*) our American consuls look out Russian kerosene will make the American oil trade sick in China. Two of the largest consignments of oil ever brought to Shanghai are now being shipped, \$6,000 cases from the Italian steamer *Pietro*, and over 64,000 cases from the German steamer *Eberfeld*, both from Batavia.

The Shanghai correspondent of the N. C. Daily News writes:—Several of the missionaries on leaving the famine region were presented with red umbrellas and other testimonials. One lady was carried in a sedan-chair through a city, followed by a group of people, and a crowd of boys rejoicing in the hurrah. The general feeling of appreciation is commendable.

For some years (says the *Chinese Times*) the priests at a certain Temple at the Western Hills near Peking, have been anything but pleasant to the consuls, on account of money being offered by others. Although the missionaries had a perpetual lease, the conduct of the priests became so unbearable that the Mission turned down the priests, and finding an eligible piece of land on the money side of one of the highest peaks, they purchased it, and have erected Chinese buildings, more convenient, certainly, than the presence of a large number of priests, and have vacated the place of which, it was said, "it is too good for missionaries," and have left it to the grasp of the highest bidder.

The Shanghai papers state that the country around Tungchow, in Shantung, which is within a measurable distance from Chefoo, is so thickly infested with wolves that it amounts almost to a plague. The Chinese are very much alarmed, and are taking measures to exterminate the beasts, for whom the pleasure of the beach and the bluff have been their wont. We cannot well imagine what brings them down into the thickly populated country at this hot season.

A correspondent of the *Straits Times* says that on the 20th inst. a sharp encounter took place between the Dutch troops and the Chinese in the neighbourhood of Pohnah, about five miles from Kola Rajah, the head-quarters of a band of robbers, who had been committing depredations on the Dutch side. The loss on the Dutch side was also severe, amounting to about 20 killed besides many wounded. Another report says that Dutch troops, amounting to 30 men, were killed, and that five officers and 90 men have been wounded.

The *Daily News* says that Mr. Dowdell, of Shanghai, has received a telegram announcing the death of Mr. Margate, on the 30th July, of Mr. Alexander Myburgh, and adds:—He had been ill for some time when he died. The telegram states that he would not have been a permanent recovery. He came first to this port from Japan, where some of his brothers were in the Consulate service. He was a very kind and generous man, and his death is thus very sad and he will be most sincerely mourned by a very large circle of friends.

Says the *Singapore Free Press*:—A few days ago we mentioned an experimental rough draught and washing of Harbours that took place in Messrs. A. J. Johnston's office. The purpose of this was to show the effect of the rough draught and washing of Harbours. The rough draught and washing of Harbours is a very important matter, and it is well to know the effect of the rough draught and washing of Harbours. The rough draught and washing of Harbours is a very important matter, and it is well to know the effect of the rough draught and washing of Harbours.

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